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SOURCE Ta Kung Pao

INFORMATION ON CHINESE RR TRANSPORT, JUNE - JULY 1953

Summary: On 1 July 1953, regular train operations were begun over a new stone arch bridge on the Shih-chia-chuang -- T'ai-yuan line. Direct through passenger car service between Peiping and Moscow, without change of cars, and requiring 9 days of travel, is expected to be in operation in the very near future. A marked increase in business activity along the Ch'eng-tu -- Chungking rail-line indicates general prosperity throughout the region.

The Lung-Hai Railway, now extended to Lan-chou, is carrying 10 times as much freight as did the motor trucks on the Sian -- Lan-chou highway a year ago. Heavy machinery for construction and industry can now be moved into the far Northwest.

Minister of Railways, T'eng Tai-yuan, and other high officials addressed a national railway conference held in Peiping, 16 June - 1 July 1953. The minister said that 1,400 kilometers of railway construction had been completed, and a large amount of rolling stock repaired and built during the past 3 years.

COMPLETION OF STONE ARCH BRIDGE T'AI-YUAN LINE -- Hong Kong, Ta Kung Pao, 15 Jul 53

T'ai-yuan, 13 June (Hsin-hua) -- Beginning 1 July 1953, regular train operations went into effect over a recently completed new large stone arch bridge on the line between Shih-chia-chuang and T'ai-yuan. One of the arches of this bridge has a span of 36 meters, which is the longest span of this type in the country. Besides saving the great expense of cement and reinforcing steel rods, much valuable engineering experience was gained under the direction of Soviet specialists. Among the techniques not previously employed by Chinese engineers in this type of construction was the use of hydraulic jacks. It is now possible for heavy locomotives to cross this bridge at full speed.

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PEIPING - MOSCOW THROUGH PASSENGER SERVICE -- Hong Kong, Ta Kung Pao, 17 Jun 53

Peiping, 16 June (Hsin-hua) -- According to Tass, in the near future, through passenger service will be put into effect between Moscow and Peiping. The journey will then require 9 days. Through trains are now operating between Moscow and the capitals of Czechoslovakia, Roumania, Bulgaria, and Outer Mongolia, without the necessity of changing cars at the international borders. Similar service is to be inaugurated on 16 June between Moscow and Budapest.

PROSPERITY IN SZECHWAN -- Tientsin, Ta Kung Pao, 29 Jun 53

Ch'eng-tu, 27 June (Hsin-hua) -- Since the commencement of traffic on the Ch'eng-tu -- Chungking line one year ago, there has been a marked increase in business activity in cities along the railway. This reflects the more prosperous conditions generally throughout the province. A specific indication is the motor truck traffic on the highways between Nei-chiang, a station on the railway, and Tzu-kung and Tzu-liu-ching, two places not on the railway. This traffic has increased from an average of 40 trucks per day to 70-80 trucks per day. The Szechwan provincial government is making plans to build numerous feeder highways.

HEAVY MACHINERY GOING TO THE NORTHWEST -- Hong Kong, Ta Kung Pao, 18 Jul 53

Sian, 17 July (Hsin-hua) -- Eight trains of freight per day are being moved via the Lung-Hai Railway from Sian to Lan-chou. This is more than 10 times the amount that was transported a year ago via the Sian -- Lan-chou motor road. Fifty-ton bridge erection machines, 60-ton reinforced concrete bridge sections, and heavy machinery can now be transported for construction projects in the Northwest.

Freight charges for goods moved by rail from Sian to Lan-chou are from 33 1/3 percent to 50 percent less than they were for transport by motor trucks, and the time required for transport is reduced by one half. The cost of coal to people at Kan-ku is now only one fourth that of wood fuel before the advent of the railway. Pineapples and sugar cane from Canton are now being marketed in Lan-chou.

NATIONAL CONFERENCE DISCUSSES FUTURE RR PROBLEMS -- Hong Kong, Ta Kung Pao, 6 Jul 53

In the course of a national railway conference held in Peiping, 16 June - 1 July 1953, T'eng Tai-yuan, Minister of Railways, is reported to have made the following statement. "In the past 3 years, we not only restored the originally existing railways but also we completed over 1,400 kilometers of new construction, reconditioned a large amount of rolling stock, and built some new locomotives and cars."

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The conference heard important addresses by Vice-Premier Teng Hsiao-p'ing, by T'an Kuang-ting of the Political Department, and by Wang Chieh-chieh, secretary-general of the National Committee of the China Railway Labor Union. The problems of railway construction and operation anticipated during the coming 3-5 years were discussed. One problem in particular was the question of how to disseminate widely the lessons learned from the experience of managing and operating the former Chinese -- Ch'ang-ch'un Railway.

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